



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

M E M O R A N D U M

TO: Safety and Operations Council Members

Joseph J. Beno, P.E., Director of Public Works, City of Lakewood
Robert Bringer, Officer, City of Beachwood Police Department
Joseph Cattell, P.E., P.S., Geauga County Engineer
Andrew Conrad, P.E., P.S., County Engineer, Medina County
Andrew Cross, P.E., PTOE, Traffic Engineer, City of Cleveland
Michael Dever, Director of Public Works, Cuyahoga County
Leslie Farley, P.E., District 3, ODOT
Kathryn Garvey, President, Safe Routes Chagrin
Keith Hamilton, Traffic Planning Engineer, District 12
Gordon Holmes, Lieutenant, Cleveland Division of Police
Jacqueline Jenkins, PhD, P.E., Associate Professor, Washkewicz College of Engineering, CSU
Robert C. Klaiber, Jr., P.E., P.S., Deputy Engineer, Lorain County
Daniel Knecht, Service Director, City of Euclid
Allen Pennington, Civil Engineer – Traffic, City of Mentor
Michael Schipper, Deputy General Manager, Engineering & Project Management
Lt. Carlos Smith, Ohio State Highway Patrol
Carmen Stemen, Environmental and Planning Specialist, FHWA
Dale Vandersommen, P.E., City Engineer, City of Lorain
Jacob VanSickle, Executive Director, Bike Cleveland
Michael Warner, Central Communications Division Commander, Lake County Sheriff's Department
Richard Wong, Planning & Development Director, City of Cleveland Heights

FROM: Andrew Conrad, Chair

DATE: May 10, 2019

RE: Safety and Operations Council
Friday, May 17, 2019 from 1:00 p.m. to 2:30 p.m.

NOACA Offices
1299 Superior Avenue, Cleveland, Ohio

I look forward to seeing you on ***Friday, May 17th, 2019 at 1:00 p.m. at the NOACA offices.***



NOACA Safety & Operations Council
Friday, May 17, 2019 – 1:00 p.m. - 2:30 p.m.
NOACA Offices – 1299 Superior Avenue
Cleveland, Ohio 44114
Phone: (216) 241-2414; website: www.noaca.org

AGENDA

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| 2. Public Comments on Current Agenda Items | Oral |
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NEXT MEETING: Friday, August 16, 2019 – 1:00 p.m. - 2:30 p.m.

Agenda Item
No. 1

MINUTES



Safety & Operations Council Meeting

February 15, 2019

NOACA Offices

1299 Superior Avenue, Cleveland, Ohio 44114

Present: Please see the attached attendance record.

Ms. Leslie Farley chaired the Safety & Operations Council (SOC) meeting that convened at 1:00 p.m.

Meeting Minutes

A motion was made by Mr. Jacob VanSickle to approve the minutes of the SOC meeting held on November 16, 2018. The motion was seconded by Mr. Nick Gorris. The motion passed by voice vote.

Public Comments

No public comments were made at this meeting.

Chair's / Executive Director's Report

No report was given at this meeting.

ACTION ITEMS

No action items were presented at this meeting.

PRESENTATION / DISCUSSION ITEMS

Project Planning Reviews (PPRs) – 4th Quarter SFY 2019

Mr. Mike Kubek presented information on the LAK US 20 24.99 Major Rehabilitation (N. Ridge Road) - This project is located in Madison Township and includes the following roadway improvements: pavement replacement, minor widening (increased lane width), drainage replacement and a sidewalk. Mr. Kubek stated that the total cost of the road improvements is \$16 million; no NOACA funds will be used; and construction will begin in FY 2021. He noted that staff is recommending that the sponsor installs centerline rumble stripes to mitigate head-on collisions.

Mr. Keith Hamilton stated that ODOT will replace the sidewalk provided that it is maintained by Madison Township.

Mr. Allen Pennington suggested that the sponsor considers using rumble stripes on the center lane lines. He said side swipes sometimes happen in head-on collisions when a driver goes left of center.

Safe Routes to School Planning Assistance

Ms. Kate Moening provided background on the Safe Route to School (SRTS) program. She stated that ODOT awards up to \$4 million annually for K-8 schools. She noted that state and other resources are available for SRTS implementation, including education, training, and support material.

Ms. Moening reviewed the following:

- NOACA transportation goals supported by SRTS
- NOACA SRTS Assistance goals
- Map showing school districts that have school travel plans
- Basic NOACA SRTS Assistance
- Enhanced SRTS planning support: primary considerations
- Spreadsheet of primary consideration data for school districts
- Additional considerations such as student proximity mapping - map
- Enhanced assistance involving the use of STP
- Potential new STPs in school districts in environmental justice areas

Ms. Moening announced the following upcoming workshops:

- SRTS School Travel Plan Development Workshop at North Ridgeville Academic Center on March 6, 2019, 9:00 a.m. – 1:00 p.m.
- Walk and Bike Audit Training at the Bay Village Police Department on April 3, 2019, 12:00 p.m. – 4:00 p.m.

Ms. Moening asked SOC members to share SRTS information with their school and community networks; stay in touch with the NEO SRTS Forum; and contact her at kmoening@mpo.noaca.org or (216) 241-2414, Ext. 285, if they have questions.

Ms. Moening stated that staff will continue to provide SOC with updates on SRTS planning initiatives.

ITS Architecture Update and Strategic Plan

Ms. Moening stated that two surveys for the ITS update were distributed in September 2018 to over 150 stakeholders throughout the NOACA region. The first survey focused on transportation needs and challenges; and the second survey focused on understanding each agency's capabilities and plans for future ITS deployments. In addition, stakeholder workshops were held to provide local agencies with a better understanding of ITS, and for the project team to learn more about local needs and capabilities.

Ms. Moening reviewed the top needs identified for ITS solutions and the project schedule for the ITS Architecture comprehensive update. She stated that as the project team continues to develop the components of the ITS architecture, sections will be shared with the stakeholder group via email to confirm that ITS needs are accurately summarized and that existing and planned systems are identified and mapped to the regional architecture. Ms. Moening noted that a second series of stakeholder workshops are planned for early May. She stated that the final draft of the ITS Architecture update and Strategic Plan are expected to be completed by the end of July.

Ms. Moening stated that staff and the consultant team will work with ITS stakeholders at all levels to the ITS Architecture update and Strategic Plan.

Signal Timing and Optimization Program (STOP) Update

Ms. Moening stated that the following corridors were evaluated in Part I of the STOP contract:

- The first corridor is SOM Center Road in the cities of Eastlake, Willoughby, and Willoughby Hills in Lake County. The consultant evaluated 21 traffic signals on SOM Center Road and at intersections immediately adjacent to the corridor.
- The second corridor is West 150th Street / Warren Road in the cities of Lakewood, Cleveland, and Brook Park. The consultant evaluated 28 traffic signals.

Ms. Moening reviewed the work that has been done on the two corridors. She stated that signal timings in both corridors were estimated to reduce a total of 6,600 metric tons of CO₂ for a savings of nearly 750,000 gallons of fuel and eliminate 730,000 hours of travel delay for motorists over the next five years.

Ms. Moening stated that the Chester Avenue corridor was selected for Part II of the STOP contract. She said the work includes a total of 66 traffic signals on Chester Avenue and Euclid Avenue to University Circle. Ms. Moening stated that Part II of the contract will be completed using CMAQ funds allocated in the FY 2019 Overall Work Program (OWP).

Ms. Moening stated that staff will work with the local communities and the consultant team to implement Part II of the STOP contract.

Mr. Joseph Beno stated that the City of Lakewood received CMAQ funds a few years ago for work done on the east/west section of the Warren Road/150th Street corridor. The City is now working on the north/south section of the corridor. He asked if the evaluation of Warren Road interfered with Lakewood's signal timing project.

Mr. Randy Lane stated that he did not have that information on hand, but would get back to Mr. Beno with an answer.

ODOT Safety Calendar Update

Ms. Moening stated that the following safety campaigns will happen throughout April 2019:

Distracted driving
Alcohol awareness
Motorcycle safety

Youth traffic safety
National bike safety

Ms. Moening announced that Bike to School Day is on May 8, 2019, and Click it or Ticket Mobilization is on May 13-June 2, 2019. She encouraged SOC members to reach out to the Safe Community Coalition in their county that promotes programs and manages event campaigns.

Ms. Moening announced that a one-hour webinar entitled, "Overview of Ohio's Township Safety Sign Grant Program" will be available on February 21, 2019, 10:00 - 11:00 a.m. She said a link to the webinar registration can be found on ODOT's LTAP page. She noted that the program awards up to \$50,000 for sign materials to improve safety on township roadways.

Old Business

No old business was discussed at this meeting.

New Business

No new business was discussed at this meeting.

Adjournment

The next SOC meeting will be held at the NOACA offices on May 17, 2019 at 1:00 p.m. There being no further business, the meeting was adjourned at 1:35 p.m.



Safety and Operations Council (SOC) 2019 Attendance

Attendance Record

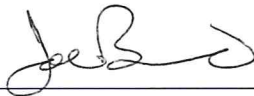


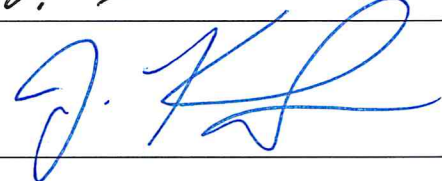



| Meeting Dates | 02/15/19 | 05/17/19 | 08/16/19 | 11/15/19 |
|---|----------|----------|----------|----------|
| Cuyahoga County | | | | |
| Joseph J. Beno, P.E., Director of Public Works City of Lakewood | X | | | |
| Michael Dever, Director of Public Works Cuyahoga County Paul Ciupa, Alternate | A | | | |
| Daniel Knecht, Service Director, City of Euclid Nick Finotti, Alternate | X | | | |
| Richard Wong, Planning & Development Director City of Cleveland Heights Joe Kickel, Alternate | A | | | |
| Geauga County | | | | |
| Joseph Cattell, P.E., P.S., County Engineer Nicholas Gorris, Alternate | A | | | |
| Lake County | | | | |
| Allen Pennington, Civil Engineer – Traffic City of Mentor Tracy Salkiewicz, Alternate | X | | | |
| Lorain County | | | | |
| Robert C. Klaiber, Jr., P.E., P.S., Deputy Engineer Lorain County | | | | |
| Dale Vandersommen, P.E., City Engineer, City of Lorain | | | | |
| Medina County | | | | |
| Andrew Conrad, P.E., P.S., County Engineer David Szabo, Alternate | | | | |
| City of Cleveland | | | | |
| Andrew Cross, P.E., PTOE, Traffic Engineer Esha Hand, Alternate | X | | | |


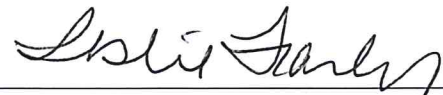
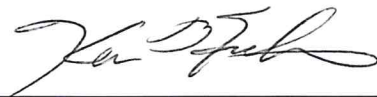
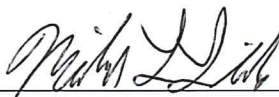

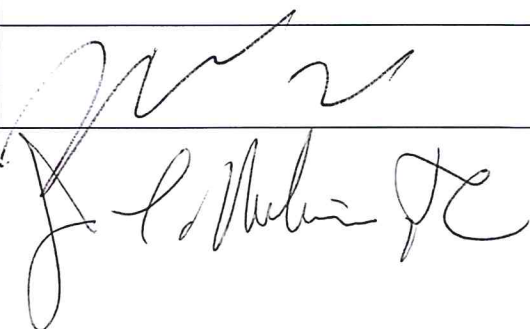
| Meeting Dates | 02/15/19 | 05/17/19 | 08/16/19 | 11/15/19 |
|--|-----------------|-----------------|-----------------|-----------------|
| Gordon Holmes, Lieutenant, Cleveland Division of Police | X | | | |
| Ohio Department of Transportation (ODOT) | | | | |
| Leslie Farley, P.E., Planning Engineer, District 3 Julie Cichello, P.E., Alternate | X | | | |
| Keith Hamilton, P.E., Traffic Planning Engineer, District 12 Gary Benesh, P.E., District 12 | X | | | |
| Greater Cleveland Regional Transit Authority | | | | |
| Michael Schipper, Deputy General Manager, Engineering & Project Management Michael Lively, Alternate | A | | | |
| Federal Highway Administration (FHWA) | | | | |
| Carmen Stemen, Environmental/Planning Specialist | X | | | |
| Local Law Enforcement | | | | |
| Robert Brininger, Officer City of Beachwood Police Department | | | | |
| Lt. Carlos Smith, Ohio State Highway Patrol | | | | |
| Michael Warner, Central Communications Division Commander, Lake County Sherriff's Office | | | | |
| Community Representatives | | | | |
| Kathryn Garvey, President Safe Routes Chagrin | | | | |
| Jacqueline Jenkins, PhD, PEng, Associate Professor, Washkewicz College of Engineering Cleveland State University | | | | |
| Jacob VanSickle, Executive Director Bike Cleveland | X | | | |



Safety and Operations Council (SOC)
February 15, 2019, 1:00 p.m. – 2:30 p.m.

Member Sign-in Sheet

| MEMBER | SIGNATURE |
|---|--|
| Cuyahoga County | |
| Joseph J. Beno, P.E., Director of Public Works City of Lakewood |  |
| Michael Dever, Director of Public Works Cuyahoga County Paul Ciupa, Alternate |  |
| Daniel Knecht, Service Director, City of Euclid Nick Finotti, Alternate |  |
| Richard Wong, Planning & Development Director City of Cleveland Heights Joe Kickel, Alternate |  |
| Geauga County | |
| Joseph Cattell, P.E., P.S., County Engineer Nicholas Gorris, Alternate |  |
| Lake County | |
| Allen Pennington, Civil Engineer – Traffic City of Mentor Tracy Salkiewicz, Alternate |  |
| Lorain County | |
| Robert C. Klaiber, Jr., P.E., P.S., Deputy Engineer, Lorain County | |
| Dale Vandersommen, P.E., City Engineer, City of Lorain | |
| Medina County | |
| Andrew Conrad, P.E., P.S., County Engineer David Szabo, Alternate | |
| City of Cleveland | |
| Andrew Cross, P.E., PTOE, Traffic Engineer Esha Hand, Alternate |  |

| MEMBER | SIGNATURE |
|--|--|
| Gordon Holmes, Lieutenant, Cleveland Division of Police Michael Butler, Alternate |  |
| Ohio Department of Transportation (ODOT) | |
| Leslie Farley, P.E., Planning Engineer, Distr. 3 Julie Cichello, Alternate |  |
| Keith Hamilton, Traffic Planning Engineer, District 12 Gary Benesh, Alternate |  |
| Greater Cleveland Regional Transit Authority | |
| Michael Schipper, Deputy General Manager & Project Management Michael Lively, Alternate |  |
| Federal Highway Administration (FHWA) | |
| Carmen Stemen, Environmental/Planning Specialist |  |
| Local Law Enforcement | |
| Robert Brining, Officer City of Beachwood Police Department | |
| Lt. Carlos Smith, Ohio State Highway Patrol | |
| Michael Warner, Central Communications Division Commander, Lake County Sherriff's Office | |
| Community Representatives | |
| Kathryn Garvey, President Safe Routes Chagrin | |
| Jacqueline Jenkins, PhD, P.E., Associate Professor, Washkewicz College of Engineering Cleveland State University | |
| Jacob VanSickle, Executive Director Bike Cleveland |  |

James Lubic
City of Cleveland

PUBLIC INVOLVEMENT

**Agenda Item
No. 3**

CHAIR'S/EXECUTIVE DIRECTOR'S REPORT

Agenda Item
No. 4

ACTION ITEMS

PRESENTATIONS/DISCUSSION ITEMS



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Safety and Operations Council

FROM: Kathleen Sarli, Director of Planning

DATE: May 10, 2019

RE: **Project Planning Reviews (PPRs)/ Intergovernmental Review and Consultation (IGRC); 1st Quarter State Fiscal Year 2019**

ACTION REQUESTED

No action is requested at this time. This item is included for information and presentation.

BACKGROUND/JUSTIFICATION

Attached are PPR summary documents for the proposed project to be presented to the NOACA Transportation Subcommittee, Planning and Programming Committee and Executive Committee for review and recommendation.

NOACA's Board approved Regional Transportation Investment Policy requires that all proposed federal-aid transportation projects be processed through PPR in order to meet NOACA's adopted goals and federal requirements.

PPR consists of four levels of review: NOACA staff; Board, including committees, subcommittees, and councils; intergovernmental review and consultation (IGRC); and public involvement. The end product of PPR is a Board resolution that certifies that the project has had thorough review, allowing the project to proceed to the programming stages of the planning process.

As part of the PPR process, a detailed summary of the proposed improvement and staff and committee assessment of the project are posted on NOACA's website, www.NOACA.org. A link to the PPRs is included on the home page by clicking the 'Comment on Projects' button. Staff adds comments obtained from the public, governmental organizations and NOACA committees as they are received. Proposed projects are posted on the website for three months, allowing adequate time for review and comment.

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

Pending Board approval, the project sponsor will be notified that their project has completed PPR. NOACA staff will work with the project sponsor to address any planning issues identified during PPR.

KS/em/8155c

Attachments: Project Summary

Reconstruction of SR-43 in Solon

History/Background: These projects are included in ODOT District 12's Program.

Title: Reconstruction of SR-43 in Solon

Sponsor: City of Solon

Estimated Total Cost: \$8,107,165

Proposed Source of Federal Funds: ODOT

History/Background: The Ohio Department of Transportation (ODOT) Safety program provides funds to ODOT and local governments for highway safety treatments or corrective activity designed to alleviate a safety problem or a potentially hazardous situation. The program is funded at approximately \$100 million annually. Priority is given to those projects with recommended activities/countermeasures that improve safety at roadway locations with a high frequency, severity, and rate of crashes.

There are two application cycles per year. Applications must be signed off by the respective ODOT District Safety Review Team. A safety engineering study must typically accompany the application unless the application is for preliminary engineering funds to complete the study.

Proposed Project: The following project was selected for Highway Safety Improvement Program (HSIP) funding:

- **CUY SR-43 - 1.98: PID No. 109517** - This project involves reconstruction and widening of SR-43 (Aurora Road), from 2 lanes to 3 lanes, from the Solar Shopping Center, 0.13 mile east of SR-91 (SOM Center Road) to Liberty Road, in Solon (schematic). The scope will also include a new water line, storm sewer, a permanent traffic signal at Portz Parkway, a multipurpose path on the south side of Aurora Road and an on-street bike lane on the north side with new sidewalks. Right turn lanes will be installed at Clearwater Court, Portz Parkway and the Liberty Road.
The project's estimated total cost is \$8,107,605. The estimated cost of preliminary engineering preliminary development (PEPD) is \$64,974. The estimated cost of preliminary engineering detailed design (PEDD) is \$11,466. The PEPD and PEDD will be funded by ODOT. The estimated cost of right-of-way (RW) is \$450,000. The RW will be funded with local funds (\$450,000). The estimated cost of construction (CO) is \$7,091,165. The CO will be funded with HSIP funds (\$1,500,000) and local funds (\$5,591,165). The estimated cost of construction engineering (CE) is \$490,000. The CE will be locally funded.

Staff Comment (Summary):

RECOMMENDATION:

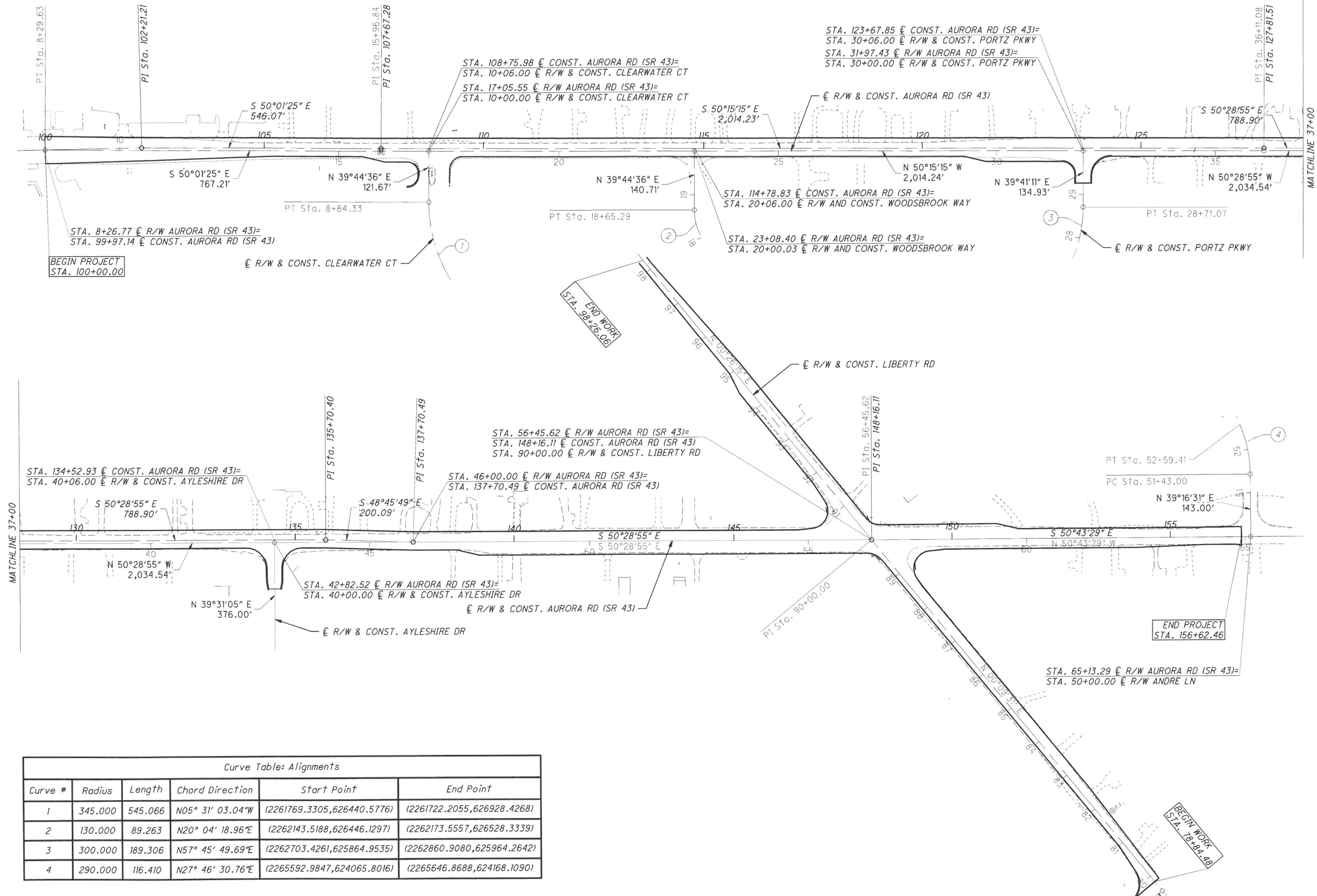
- Level 2 of NOACA Freight Network, meaning relatively high truck counts. Design should consider their turning movements mainly at the shopping center.

Committee Review:

Intergovernmental Review and Consultation (IGRC):

Public Involvement:

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| Curve Table: Alignments | | | | | |
|-------------------------|---------|---------|-------------------|----------------------------|----------------------------|
| Curve # | Radius | Length | Chord Direction | Start Point | End Point |
| 1 | 345.000 | 545.066 | N05° 31' 03.04" W | (2261769.3305,626440.5776) | (2261722.2055,626928.4268) |
| 2 | 130.000 | 89.263 | N20° 04' 18.96" E | (2262143.5188,626446.1297) | (2262173.5557,626528.3339) |
| 3 | 300.000 | 189.306 | N57° 45' 49.69" E | (2262703.4261,625864.9535) | (2262860.9080,625964.2642) |
| 4 | 290.000 | 116.410 | N27° 46' 30.76" E | (2265592.9847,624065.8016) | (2265646.8688,624168.1090) |

SCHEMATIC PLAN

AURORA ROAD
RECONSTRUCTION

Laketran Electric Bus

Sponsor: Laketran

Estimated Total Cost: \$783,500

Proposed Source of Federal Funds: Federal Transit Administration (FTA)

History/Background: Laketran's fiscal year (FY) 2019 program is listed in the NOACA SFY 2018 – 2021 Transportation Improvement Program. Laketran is adding the following project to FY 2020 of its program, utilizing funding obtained through the Diesel Emission Reduction Grant (DERG) Program.

The DERG Program is administered through the Ohio Environmental Protection Agency (Ohio EPA) in partnership with the Ohio Department of Transportation (ODOT). The program is offered to public agency owned diesel engine fleets and privately owned diesel engine fleets with a public sponsor (Public-Private Partnerships) that will undertake vehicle/equipment replacement, repower, retrofit, or installation of anti-idle equipment for the purpose of emissions reduction in eligible Ohio counties.

Proposed Project: - Laketran will replace one model year 2009 diesel-powered transit bus with one new electric powered transit bus. The estimated cost of the electric bus is \$783,500. The project will be funded with \$626,800 in State administered Congestion Mitigation Air Quality (S/CMAQ) funds, administered through the DERG program and \$156,700 local funds.

Staff Comment (Summary):

Intergovernmental Review and Consultation (IGRC):

Public Involvement:

Committee Review:



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Safety and Operations Council

FROM: Kathleen Sarli, Director of Planning

DATE: May 10, 2019

RE: ITS Architecture Update and Strategic Plan

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation only.

BACKGROUND/JUSTIFICATION

In fiscal year 2018, NOACA entered into an 18-month contract with AECOM to perform a comprehensive update of the regional Intelligent Transportation Systems (ITS) architecture and its strategic plan. NOACA last updated the regional ITS architecture in 2010. The purpose of the ITS architecture is to support interoperability among ITS systems and jurisdictions, and to ensure that ITS elements of projects proposed in the region are eligible for federal funding. In conjunction with the update of the regional architecture, NOACA is also updating the region's ITS strategic plan. The strategic plan identifies needs for ITS-related infrastructure improvements and establishes the time frames for their implementation.

On April 29, drafts of the ITS Architecture and Strategic Plan were sent to the stakeholder group for review and comment, prior to the second round of ITS workshops, scheduled for May 7th, 8th, and 9th. At these workshops, the project team will meet with attendees to review the components of the ITS architecture, to confirm that identified needs are accurately captured and addressed, to verify that planned and potential future improvements are included in the ITS strategic plan, and to review how to use the architecture in project planning. The workshops are an important part of the communication and engagement plan to keep stakeholders informed about intelligent transportation systems and their implementation in the NOACA region.

A project website has been created to store all project materials for information and reference by ITS stakeholders, including the drafts the ITS Architecture and Strategic Plan. The website can be found at this [link](#).

FINANCIAL IMPACT

Project Budget as contained in the Fiscal Year 2018 Overall Work Program and Budget is \$205,399.

CONCLUSION/NEXT STEPS

Staff will work continue to with stakeholders and the consultant team to finalize the ITS Architecture Update and Strategic Plan.

KS/bmb/8156c



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Safety and Operations Council

FROM: Kathleen Sarli, Director of Planning

DATE: May 10, 2019

RE: **TSMO Freeway Incident Arterial Management Workshop Update**

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation only.

BACKGROUND/JUSTIFICATION

Transportation Systems Management and Operations (TSMO) is a set of integrated strategies to optimize the performance of operations on existing infrastructure through implementation of multimodal and intermodal, cross-jurisdictional systems, services, and projects designed to preserve capacity and improve security, safety, and reliability of a transportation system.

Improving institutional capability and business process is necessary to improve implementation of TSMO strategies. The Strategic Highway Research Program 2 (SHRP2) recognized this need and created the institutional architectures for TSMO as part of the L06 project. Building on SHRP2 results, American Association of State Highways and Transportation Officials (AASHTO) has continued development of this concept and a capability maturity concept was published as part of the TSMO guidance. SHRP2 Implementation activities have successfully used the overall framework to work with State DOTs to develop action plans to improve their TSMO capabilities.

A workshop on was held on March 14 to further develop an enhance TSMO business processes in Northeast Ohio. The workshop, sponsored by FHWA and conducted by AASHTO, is designed to:

- Educate participants on tools and resources for improving TSMO business processes; and
- Engage participants in collaboratively developing a business process for managing arterials during freeway incidents.

The workshop was attended by NOACA, ODOT TSMO coordinators, ODOT maintenance managers, OSP, as well as local police, fire, service and engineering departments. Local agencies who attended included Avon, Sheffield Village, Elyria, Garfield Heights, Independence, Valley View.

The TSMO final report identified several actions

FINANCIAL IMPACT

There is no financial impact. The workshop was sponsored by FHWA and provided by American Association of State Highway and Transportation Officials (AASHTO).

CONCLUSION/NEXT STEPS

Staff will continue to work with ODOT and local agencies to implement the TSMO-related business practices.

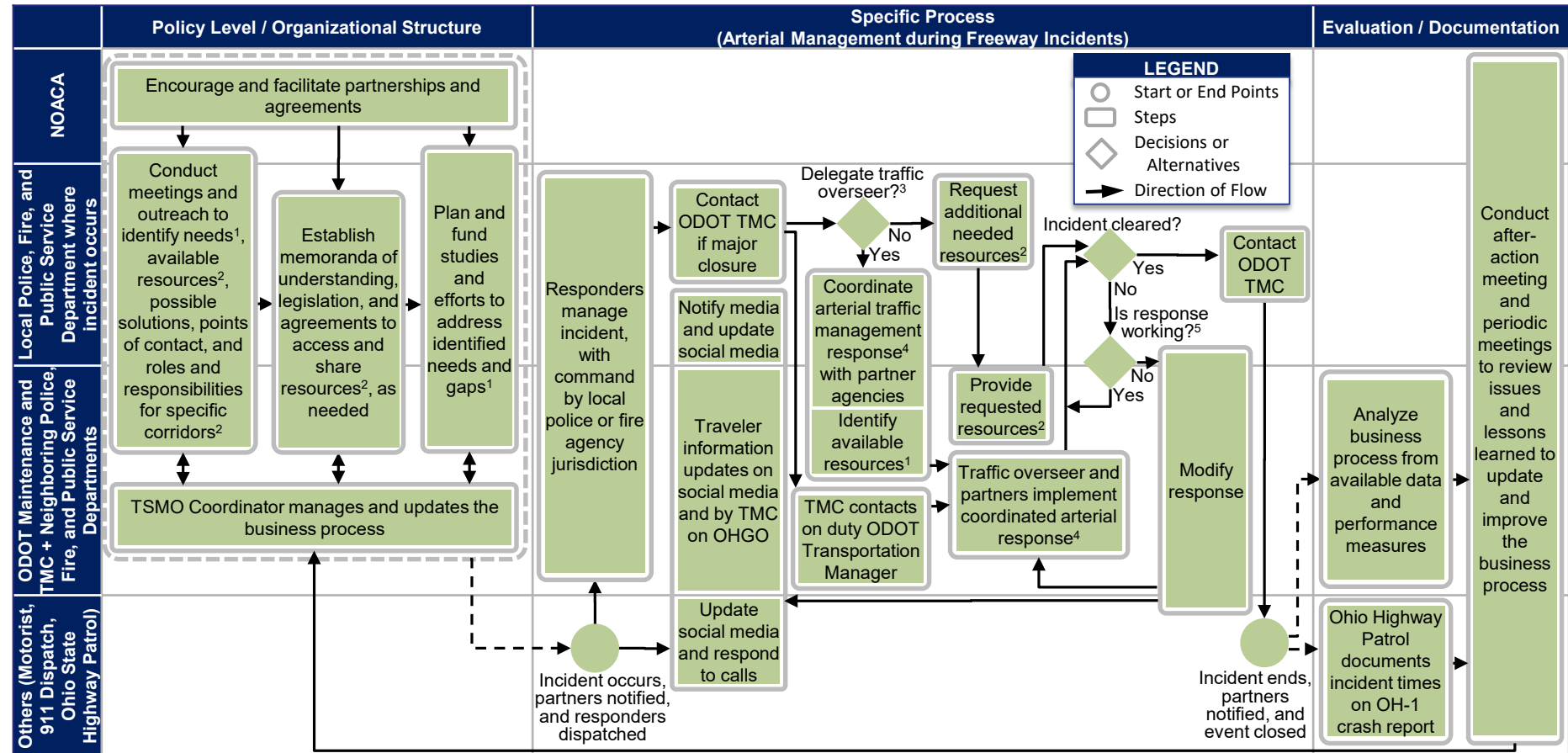
KS/bmb/8157c

Improving Business Processes for More Effective TSMO

NOACA Business Process Diagram for Improving Arterial Management during Freeway Incidents

This business process diagram shows an approach for improving arterial management during freeway incidents.

- Initial policy and organizational activities take place involving meetings to identify possible solutions based on available resources, establish agreements, and address gaps.
- The specific process includes arterial management coordination that occurs alongside existing incident management and traveler information activities. Specifically, a traffic overseer may be identified to facilitate a coordinated response, assign resources, and monitor ongoing impacts to modify the response, as needed.
- The business process is periodically reviewed and updated based on after-action reviews and available performance measures.



1) Needed resources may involve new technologies like gates or upgraded signal controllers, for example.

2) Available resources may include intelligent transportation systems (ITS) and staff who can provide assistance by managing traffic and closures, e.g. sharing data and cameras, accessing controllers to implement alternate signal timing plan on-site or remotely, truck-mounted dynamic message sign.

3) The Traffic Overseer will be the incident commander initially, then may be delegated to another person able to coordinate a multi-jurisdictional response at the local level, e.g. police supervisor, road/signal manager, or ODOT manager.

4) Arterial response will vary based on available staff and technologies, and could include remote or on-site traffic signal timing adjustments, deploying incident⁵ detour signs, related DMS messages, closures, and diverting traffic.

5) This may be answered through input received by a command center, local and neighboring agency staff, and camera operators at the Ohio DOT TMC.



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Safety and Operations Council

FROM: Kathleen Sarli, Director of Planning

DATE: May 10, 2019

RE: **Safety Funding Applications for April 30 Funding Cycle**

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation only.

BACKGROUND/JUSTIFICATION

The Ohio Department of Transportation dedicates about \$102 million annually for engineering improvements at high-crash and severe-crash locations – one of the largest state investments in the nation. This funding is available to ODOT staff and local governments, and it can be used to make improvements on any public roadway.

ODOT funds a mix of spot safety projects, such as intersection and curve realignment, and systematic safety treatments, such as edge line rumble stripes and cable barrier, which can be installed across hundreds of miles. Funding requests typically range from \$200,000 to \$5 million, though the department will consider funding requests up to \$10 million. Funding is available for all stages of development and typically requires a minimum 10% local match. Safety improvements, such as upgrading signs, signals, pavement markings and guardrail are eligible for 100% funding.

ODOT accepts applications twice a year, with deadlines of April 30 and September 30. Applications must be reviewed by the local District Office before they are submitted to Central Office. The department encourages project sponsors to coordinate with the local District Office at least 12 weeks in advance of these deadlines – though more time will likely be necessary for complex projects (e.g. interchange modification, corridor, TWLTL), which require additional reviews. Early coordination with the local District Office is essential to developing a realistic timeline for submitting an application.

Applications are reviewed by multi-disciplinary committees in the District and Central Office. The committees have expertise in safety analysis, roadway design, traffic engineering and highway maintenance. These committees evaluate investments based on factors such as crash analysis; statewide, regional or local priority; matching funds; and cost/benefit analysis. The committee reviews about 70 applications per year requesting more than \$150 million.

Project sponsors are encouraged to examine a full range of options starting with low-cost strategies, such as new signs, pavement markings and guardrail to mid-cost strategies such as new traffic signals, turn lanes and road realignments. Higher-cost projects, such as corridor improvements to arterial roads and interchange reconfigurations, may be considered up to \$10 million. Funding can be paired with other sources.

ODOT District 3 and District 12 have communicated to NOACA that seven projects have applied for Safety funds in the April 30 funding cycle. These projects are briefly identified as follows, presented in order of total project cost:

| Project | Sponsor | Funding Amounts, All Phases | | Brief Description |
|---------------|-------------|-----------------------------|--------------|---|
| | | Safety | Total | |
| MED-18-12.99 | ODOT D3 | \$2,842,000 | \$32,162,000 | Widen SR 18 from Foote Road to River Styx Road |
| CUY-43-10.61 | Cleveland | \$4,355,000 | \$8,834,000 | Improvement of Miles Road from Broadway to east corporation limit (PID 85360) |
| LOR-CR657 | Elyria | \$4,405,000 | \$7,783,000 | Improvement of East Bridge and Cleveland Street with road diet and roundabout. |
| CUY-71-18.29 | ODOT D12 | \$4,375,000 | \$6,032,000 | Improve weaving at freeway systems interchange between I-90/490 and I-71/SR 176 |
| LOR-254-7.75 | Avon | \$2,909,000 | \$4,918,000 | Improve intersection of Detroit Road and Nagel Road |
| LOR-83-18.04 | Avon | \$4,832,000 | \$4,483,000 | Improve intersection of Center Street and Detroit Road |
| MED-3-16.22 | ODOT D3 | \$945,000 | \$945,000 | Add turning lanes at SR 3 and I-71 interchange |
| CUY-322-15.59 | Gates Mills | \$417,000 | \$529,000 | Improve intersection at Chagrin River Rd |

One Page Summaries of each project are included following this memo.

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

Potential projects sponsors within the NOACA region are encouraged apply for Safety funds that are administered by ODOT. NOACA staff may work with local sponsors to identify regional safety priority locations and assist project sponsors with the application process.

KS/bmb/8159c



NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Safety and Operations Council

FROM: Kathleen Sarli, Director of Planning

DATE: May 10, 2019

RE: ODOT/OSHP Safety Calendar

ACTION REQUESTED

No action is requested at this time. This item is for information and presentation only.

BACKGROUND/JUSTIFICATION

The Ohio Traffic Safety Office (OTSO) and ODOT work together to develop a rolling calendar of safety campaign messaging to raise public awareness on specific emphasis areas and initiatives promoted by the National Highway Traffic Safety Administration (NHTSA). Typically these campaigns involve messaging pushed out via social media and press releases, supported with messaging by ODOT on freeway message boards, and often coupled with increased enforcement. The full OTSO safety calendar may be viewed on their website at this [link](#).

NOACA supports the outreach efforts of these agencies by reinforcing messages issued through its Office of External Relations.

Upcoming events prior to next Safety and Operations Council meetings are as follows:

- Month of May: Motorcycle Safety Awareness Month
- Months of April and May: Enforcement Blitz (Prom Season)
- May 14-June 3: Seatbelt Use (Click It or Ticket)
- June 18: Motorcycle Safety (National Ride to Work Day)
- July 1-5: Impaired Driving (Fourth of July Holiday)
- August: Back to School Month
- August 15-September 3: National Enforcement Crackdown (Impaired Driving)

Continuing support of education and outreach programs is necessary to make and continue positive changes in behavior of the traveling public. At the national level, significant reductions have been made in reducing the rate of fatalities for unbelted motorists (reduced from 54% to 48% between 2007 to 2016) and alcohol-impaired driving fatalities (reduced from 32% to 28% between 2007 to 2016); however, both emphasis areas still comprise a large fraction of all crash fatalities. (Source: Terry Shelton, Associate Administrator, National Center for Statistics and Analysis, "2016 Fatal Crash Overview" presented on December 14, 2017.)

FINANCIAL IMPACT

There is no financial impact.

CONCLUSION/NEXT STEPS

Agencies within the NOACA region are encouraged to assist the Ohio Traffic Safety Office with maximizing impact of statewide message campaigns by cross-promoting these messages at the community level.

KS/bmb/8160c

Agenda Item
No. 6

OLD BUSINESS

Agenda Item
No. 7

NEW BUSINESS

Agenda Item
No. 8

ADJOURN

